AMENDMENTS TO THE CLAIMS

Please amend the claims as follows:

1-16. (Canceled)

17. (Withdrawn) A fuel rail assembly for a fuel-injected spark-ignited internal combustion engine comprising:

first and second fuel rails, each said fuel rail formed by a tube having a plurality of injector outlets, at least one fuel rail having an inlet for receiving pressurized fuel, and each said fuel rail having an orifice to allow for fluid communication between said fuel rails;

a metal crossover tube for communicating fuel between said fuel rails, said tubes having a connection at opposite ends within each said rail; and

at least one fluid flow restrictor at one of said tube connections for damping pressure pulsations within said rails and to balance flow therebetween.

18. (Currently Amended) A fuel rail assembly for a fuel-injected spark-ignited internal combustion engine comprising:

first and second fuel rails, each said fuel rail formed by a tube having a plurality of injector outlets, at least one fuel rail having an inlet for receiving pressurized fuel, and each said fuel rail having an orifice to allow for fluid communication between said fuel rails;

first and second crossover conduits ~~a crossover conduit~~ for communicating fuel between said fuel rails, each of said crossover conduits ~~conduit~~ having a connection at opposite ends within each said rail; and

one of said first and second crossover conduits having at least one fluid flow restrictor at one of said crossover conduit connections for damping pressure pulsations within said rails and to balance flow therebetween and the other one of said first and second crossover conduits having an absence of said fluid flow restrictor.

19. (Previously Presented) A fuel rail assembly as described in claim 18 wherein said fuel rails are parallel spaced from one another.

20. (Currently Amended) A fuel rail assembly as described in claim 18 wherein each of said first and second fuel rails has at least two separate orifices to allow for fluid communication of fuel between said fuel rails and wherein said first and second crossover conduits are connected to said first and second fuel rials at opposite ends of said fuel rails ~~there is a second crossover conduit for communicating fuel between the fuel rails, said second crossover conduit having opposite end connections with said fuel rail orifices~~.

21. (Currently Amended) A fuel rail assembly as described in claim [[20]] 18 wherein said first and second crossover conduits are non-symmetric with one another.

22. (Canceled)

23. (Withdrawn) A fuel assembly as described in claim 20 wherein said second crossover conduit has a polymeric main body with a flattened portion for damping pressure pulsations.

24. (Currently Amended) A fuel assembly as described in claim 18 wherein [[a]] connector ~~fitting joins~~ fittings join said fuel [[rail]] rails with said first and second ~~cross over conduit~~ crossover conduits.

25. (Currently Amended) A fuel assembly as described in claim 24 wherein at least one of said connector ~~fitting~~ fittings is connected with said at least one fluid flow restrictor.

26. (Currently Amended) A fuel assembly as described in claim 24 wherein said connector ~~fitting is a~~ fittings are male barbed ~~member~~ members and said crossover ~~conduit is a~~ conduits are polymeric [[hose]] hoses.

27. (Currently Amended) A fuel assembly as described in claim 25 wherein said connector ~~fitting is a~~ fittings are male barbed ~~member~~ members and said crossover ~~conduit is a~~ conduits are polymeric [[hose]] hoses.

28. (Currently Amended) A fuel assembly as described in claim 18 wherein one of said crossover ~~conduit~~ conduits has a fluid flow restrictor at both end connections with said fuel rails.

29. (Canceled)

30. (New) A fuel rail assembly as described in claim 18 wherein said pressurized fuel is low pressure fuel on the order of 45-60 psi.